Leyland Line steamer *Barbadian* reached St. Thomas from Liverpool on the morning of Saturday the 7th and reported having encountered a southwest gale on Thursday the 5th, changing to a northwest gale on Friday the 6th. In the absence of more precise information we can only deduce from this that the storm center was north of the ship's position at some time in the course of Thursday night, when she would be between 200 and 300 miles from St. Thomas. Again, the three-masted schooner, *Hattie C. Luce*, which arrived at St. Thomas with a cargo of ice on the 10th, reported having met with a hurricane in the neighborhood of Sombrero, with the consequent loss of some of her sails.

It has not been possible to find much information bearing on the earlier course of the cyclone, that is to say its track before it moved, or while it was moving, say from west-northwest to east-southeast; it may, however, be noted that the S. S. *Parima*, of the Quebec Line, arriving at St. Thomas on the morning of the 7th, reported bad weather "all the way out," and that the S. S. *Praesident*, of the Hamburg-American Line, which left St. Thomas for San Juan, Santo Domingo City, etc., on the 3d of the month, fell in with a gale as she was passing thru the Mona Passage on the night of the 4th; but we have no details from either of those vessels.

From the above it would seem that the cyclone in question followed a track opposite in every particular to the track usually followed by cyclones originating within the Tropics in the hurricane season. For its curve, instead of being convex toward the west, was convex toward the east, and was made by a movement southward instead of northward; its track before making the curve was apparently from about west-northwest to east-southeast, instead of being from east-southeast to west-northwest; and its track after passing the curve was from northeast to southwest, instead of being from southwest to northeast. It seems that the storm must have died out in the eastern part of the Caribbean, for nothing has been heard of it from any of the large islands to leeward.

The movements of the high clouds, as seen from St. Croix, failed to throw any light on the movements of the vortex of the storm. High clouds were seen here on the 28th of February, moving from west by north, and again on the 29th and on March 1, on both of which days they were moving from west by south. After the 1st no high clouds were seen, altho there was a good deal of blue sky the whole time, and the writer frequently lookt for them. There is presumably a good deal to be learned about the movements of the higher air during the passage of a cyclone, and even a negative result, as in the present case, may have some value among the observations necessary to throw light on this interesting branch of inquiry.

TORNADO AT PEKIN, ILL., MARCH 27, 1908.

By DEWEY A. SEELEY. Dated Peoria, Ill., April 6, 1908.

A severe local storm occurred at Pekin, Ill., March 27, 1908. A lengthy newspaper account may be found in the Peoria Journal of March 28.

I visited the scene of this destruction a few days after the storm occurred and am of the opinion that the storm was tornadic in character, altho of small proportions.

The storm traveled in a northeasterly direction, starting in the southwestern portion of the city at the outskirts, thereby traversing the southeastern section.

The débris was scattered in all directions, but was mostly carried northeastward along the storm's path. The storm occurred about 8:30 p. m. As far as I could learn no one observed a funnel-shaped cloud or other extraordinary phenomena. The rain accompanying the storm was reported to be very heavy. No hail was reported to have fallen. Several witnesses spoke of the unusual and peculiar attendant noises. There were several indications of the presence of a whirl, the débris being distributed in all directions. A whirling motion was also indicated by the fact that several barns and outbuildings were lifted from their foundations and dropt some distance away, bottom side up. The roof of one store building was carried away and the front windowpanes of the store blown outward.

The trees and other débris lay in an easterly direction in the center line of greatest destruction. On the right side the direction was mostly easterly, and on the left, more to the north. The path, as far as it was traced, was probably about one and one-half miles in length, and the width at the point of greatest destruction did not exceed 150 feet. The storm seemed to jump, from time to time, over distances varying from one to three blocks, leaving the property in these places unmolested, then to proceed with its destructive effect for one or two hundred feet. No persons were killed by the storm.

WINDSTORM AT PEORIA, ILL., MAY 5, 1908.

By DEWEY A. SEELEY, Observer. Dated Peoria, Ill., May 7, 1908.

A windstorm occurred in this city about 3 a. m., May 5, 1908. An account is published in the Peoria Star of that day.

I am of the opinion that the storm was somewhat tornadic in character. However, the devastation in but one locality points to this conclusion. I have searched in all directions for evidences of destruction resulting from circular wind movement without finding any other.

The wind was high easterly during the early morning. It swept across Peoria Lake, which lies along the northeastern border of the city. This is simply a widening of the Illinois River, probably a half-mile across. The waves were reported to be six or eight feet high on the west side of this lake, and considerable damage resulted to small boat houses and craft along the shore.

The store buildings which were damaged were 1,000 feet away from the shore, on a bluff probably 50 feet high, and were four to eight-story buildings.

May it not be possible that the circular motion evidenced by the wind when it reached these buildings was due to an eddy caused by the wind rushing between the buildings?

A window on the southwest side of the Schipper and Block Building was blown outward, every particle of glass falling outside of the building. A tile was lifted from the edge of the roof, raised several feet in the air, and dasht into a cupola. The gravel over a small section of the roof near the point from which the tile was taken was entirely cleaned away, while a few feet distant an unprotected lumber pile containing small pieces of timber, was unmolested. Across the street another small window was demolished, the glass in this case also all falling outside the building. It was carried toward the northeast, that is, in just the opposite direction from the glass on the former building.

The barograph trace at the Weather Bureau station, which is located about one and one-half miles northwest of the damaged stores, exhibited a sudden fall in pressure of about 0.17 of an inch, and an equally abrupt rise at the time the damage was done. The wind direction pens recorded every direction during the time, changing rapidly from one point to another. No thunder and lightning accompanied the disturbance, and no rain fell at the time. The highest wind velocity for a five-minute period recorded at the station was 36 miles an hour, and no single mile was registered at a much higher rate.

ICE CONDITIONS ON THE GREAT LAKES, WINTER OF 1907-8.[1]

By NORMAN B. CONGER, Inspector and Marine Agent. Dated Detroit, Mich., May 16, 1908.

The amount of ice on the Great Lakes during the winter of

[1] Similar details as to ice in the Great Lakes will be found for the winters of 1899–1907 in the Lake Charts for those years, as compiled by Mr. N. B. Conger and Prof. A. J. Henry and published semiannually by the Weather Bureau.